

TSIMBA




ARCHAEOLOGICAL FOOTPRINTS (PTY) LTD

**PHASE 2 BUILT ENVIRONMENT HERITAGE
ASSESSMENT FOR THE PROPOSED DEMOLITION OF
4 RIDGE ROAD, 2 RIDGE ROAD/ 72 NEW ENGLAND
ROAD & 70 NEW ENGLAND ROAD AND THE
CONSTRUCTION OF HAYFIELDS FILLING STATION,
PEITERMARITZBURG, KZN.**

OCTOBER | 2020

HANSLAB ENVIRONMENTAL CONSULTANTS (PTY) LTD

Tsimba Archaeological Footprints (Pty) Ltd
Mr. Roy Muroyi (Archaeology & Heritage Specialist)
Mr. Ngoni Mangoro (Landscape Environmentalist)
Dr. Phenyso C. Thebe (Quality Assurance & Reviewer)

 (+27) 813 717 993  <https://tsimba-arch.co.za>  info@tsimba-arch.co.za



PROJECT TEAM CREDENTIALS

1. Archaeology and Heritage Specialist: Roy Muroyi

Mr. Muroyi holds an MA CDS (Heritage Interpretation) from the University of Witwatersrand; he attended further training as a Laboratory Specialist for Human anatomy and human skeletal analysis through the University of Cape-Town human biology department in-conjunction with Cape Archaeological Surveys. He is also a holder of an Honors in Degree, Archaeology, Cultural Heritage and Museum Studies (Midlands State University) and Mr Muroyi has over (7) seven years industry experience, after leaving the Department of National Museums and Monuments of Botswana where he worked as an Archaeological Impact assessments adjudicating officer Mr. Muroyi then moved to South Africa where he has been involved in a range of Cultural Resources Management (CRM) projects. He has so far carried out close to 100 Heritage Impact Assessments with Built Environment Heritage Impact Assessments for projects such as Kwa- Mazibuko Hostel Demolition, Nguni Hostel Demolition, Daveyton Hostel Demolition and Kwa-Thema Hostel Demolition amongst others.

2. Cultural Landscape Environmentalist: Ngonidzashe Mangoro

Mr. Mangoro holds an MSc in Archaeology and another MSc in Geography from the University of Witwatersrand. He has been involved in a range of Cultural Landscaping projects for the better part of his career. Most of his work has been on the Corridors of Freedom, where he has been involved in projects such as Rosettenville Precinct Heritage Impact Assessment & Conservation Management Plan Report Phase 3, Brixton Precinct Heritage Impact Assessment & Conservation Management Plan Report Phase 3 and Orange Grove Precinct Heritage Impact Assessment & Conservation Management Plan Report Phase 3. Mr. Mangoro brings expert knowledge on the preservation of the cultural landscape.



3. Quality Assurance Reviewer: Dr. Pheny C Thebe (Archaeology)

Dr Pheny C. Thebe holds a PhD in Archaeology from the University of Witwatersrand, M.A. in Anthropology (Archaeology) and B.A. in Archaeology. He has a wide range of experience in Archaeological Impact Assessments having taken part in over 100 Archaeological Impact Assessments. He started off his career working as a frontline archaeologist in the North-South Water Carrier. He later worked for the Botswana National Museum as a Salvage & Environmental Studies Officer, was later promoted to the post of Site Manager (Tsodilo Project) and subsequently as a Senior Curator and Head of Research and Collections Unit. In January 2006, he joined the History Department at the University of Botswana as lecturer in Archaeology and was later promoted to the position of Senior Lecturer. Dr. Thebe has published over 20 peer reviewed publications. It was also in 2016 that Dr. Thebe founded Archi Consulting with an experience of over 100 Heritage and Archaeology Impact studies covering Botswana, South Africa, Lesotho and Mozambique.



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| Author(s) | Signature(s) |
|--|--|
| Heritage Impact Assessment Mr. Roy Muroyi |  |
| Quality Assurance and Review Dr. P. C. Thebe |  |



DOCUMENT INFORMATION

| DOCUMENT INFORMATION ITEM | DESCRIPTION |
|-----------------------------|--|
| Purpose of the study | To carry out a Heritage Impact Assessment to determine the presence/absence of Cultural Heritage significance of the properties for proposed Demolition and Construction of a Filling Station. |
| Topography | The site has got a rolling terrain with grades ranging from 1% - 7%. |
| Coordinates | S29°36'53.15"; E30°24'11.35" S29°36'53.29"; E30°24'11.69" S 29° 36' 52.89" E 30° 24' 09.68" |
| Municipalities | uMsunduzi Local Municipality, umGungundlovu District Municipality |
| Applicant | Hlengwa and Zulu Investments (Pty) Ltd |
| EAP | Hanslab Environmental Consultants, 1 Sugar Close, Umhlanga Ridge, Umhlanga, 4139 |
| Heritage Consultant | Tsimba Archaeological Footprints (Pty) Ltd 24 Lawson Mansions 74 Loveday Street, Johannesburg, CBD Gauteng, 2000 |
| Author (s) | Mr. Roy Muroyi (Archaeology and Heritage Specialist) Mr. Ngonidzashe Mangoro (Cultural Landscape Environmentalist) Dr. P.C. Thebe (Quality Assurance and reviewer) |



EXECUTIVE SUMMARY

Hlengwa and Zulu Investments (Pty) Ltd (Applicant) proposes to construct a Petrol Filling Station on New England Road, Pietermaritzburg with a drive-thru establishment, two level offices and a line shops on site. A Phase 1 heritage impact assessment was conducted in 2018, the study identified two buildings as potential Built Heritage Sites. It further recommended that a Phase 2 Heritage Impact Assessment should be carried out by a Built Heritage Specialist should the developer wish to demolish the structures. Tsimba Archaeological footprints were then engaged to conduct the Phase 2 study.

This Phase 2 Heritage Impact assessment dedicated to assessing the heritage significance of the mentioned old buildings and the entire landscape follows the initial Phase 1 in 2018. This study was conducted to fulfil the requirements of the National Heritage Resources Act of 1999 and the KwaZulu-Natal Amafa and Research Institute Act, 2018 (Act No 5 of 2018).

The scope of work for this Phase 2 HIA was to assess the footprint of the proposed development footprint as well as the identification and mapping of heritage resources around it focussing on the built environment and landscape setting. The scope of this HIA;

- Confirm the cultural significance of the site's heritage resources identified in the Phase 1 HIA;
- Establish heritage design indicators to guide the proposed development;
- Assess the positive and negative impacts of the proposed development on the heritage resource/s of the site and context;
- Incorporate the views and opinions of the local community (interested and affected parties)
- Recommend mitigation measures for the proposed development, if required;
- Submit a Phase 2 heritage Impact assessment (Built Environment) for Commenting from KwaZulu-Natal Amafa and Research Institute.

Conclusions

This report is an independent view and makes recommendations to Amafa and Research Institute based on its findings. The authority will consider the recommendations and make a decision based on conservation principles.

This report concludes that the three properties proposed for demolition are of **HIGH** value to the local Scottville community in respect of their architectural significance, social significance and most importantly their historic value. These properties fit well into the history of the broader Scottville cultural landscape. Scottville itself is one of the oldest suburbs in South Africa and has got a strong historical vibration due to its close association with colonial architectural designs and colonial heritage as a whole.



It is critically important to understand the nature of the significance of the Scottville suburb to its residents so that appropriate management can occur. The process of determining the value of the entire Scottville landscape is known as “the assessment of cultural significance”. This is crucial as this probably has the greatest impact on whether the buildings in question should be demolished or not, or what form the project will take in terms of ‘type’ of action and degree of the works that can be undertaken (Demolition/Alteration/Conservation). For example, if the façade of a building is significant there might be a decision to remove everything else and just embed the façade in the ground floor elevation this has been done elsewhere in places such as Charlotte Towers, Charlotte Street, Brisbane in Australia and this makes construction difficult, the current proposed project is a different situation due to the fact that both the suburb and the buildings carry a heavy historical vibration. It then becomes extremely difficult to retain some parts of the buildings and demolish some. A decision would have to be made, whether to demolish or not.

There are different types of actions and conservation options that can be undertaken to preserve the heritage significance of these buildings for future generations. “Conservation” in this context means all the processes that are undertaken to care for the place and to retain its cultural significance, meaning the historic, scientific, aesthetic, social and spiritual values of the place.

The Burra Charter of (1999) on the second pages notes the different types of processes that can be applied to preserve heritage places and buildings are:

- 1) Maintenance – the continuous protective care of the fabric and setting of a place (to be distinguished from repair, which involves restoration or reconstruction)
- 2) Preservation – maintaining the fabric of a place in its existing state and retarding deterioration
- 3) Restoration – returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material
- 4) Reconstruction – returning a place to a known earlier state (distinguished from restoration by the introduction of new material into the fabric)
- 5) Adaptation – modifying a place to suit the existing use or a proposed use
- 6) Compatible use – use which respects the cultural significance of a place; such a use involves no, or minimal, impact on cultural significance.

Technical Heritage Conservation Issues:-

- a) Sociocultural values are at the traditional core of conservation values attached to an object, building, or place because it holds meaning for people or social groups due to its age, beauty, artistry, or



association with a significant person or event or (otherwise) contributes to processes of cultural affiliation. A comprehensive public participation process was carried by Hanslab ,these consultations between the local community, the developer and other stake holders paved way for this report (**see Appendix G**). These consultative processes were carried out with the aim of reaching an agreement on how to retain the authenticity of the surrounding area. While the local community raised concerns towards the project and its impact on the heritage significance to their suburb, the developer showed full commitment to preserving the architectural and historic significance of the Scottville area.

- b) Considering the fact that the all the buildings have been altered several times, of the heritage preservation options noted in the Burra Charter above, the most acceptable one for this particular project would be reconstruction. This reconstruction will however not involve the reconstruction of the buildings as per their original plan but will see the new filling station take the designs that are sympathetic to the architectural style of the other buildings in the Scottville suburb.
- c) From a reasoned heritage management perspective, if the demolition option is to be considered, the demolition of the three buildings would not automatically alter or lead to the Scottville suburb losing its heritage significance. There are a number of buildings that share the same Victorian and Edwardian architectural designs with the proposed properties for demolition. These buildings will remain as a representation and example of this architecture in the suburb.
- d) Though it is understood that the Scottville suburb is historically significant because of the various reasons mentioned above, it is also important to note that the cultural landscape is already compromised by some new structures that have been built amongst the Victorian and Edwardian designs ¹ in the area. This gives a clear indication that some of the buildings in the vicinity of the proposed development footprint are new houses. The construction of a filling station in this regard would not be the first of such new developments to alter the historic nature of the Scotville area.
- e) All the buildings in question have been altered (having new additions) a number of times. This alteration has largely been as a result in the change of use over time. Both these factors directly contribute to the loss of historic value of the buildings. The buildings have since ceased to serve the purpose they were created for and the new materials added have altered and changed the authenticity of the architectural designs.

¹ A classical revival of such designs in South Africa is the Durban main post office, the building which originally accommodated the town hall, post office and municipal offices, defines the northern side of Francis Farewell Square. A cupola sits atop the clock and bell tower, the historically distinguishing features of a town hall, while the British coat of arms is inscribed on the attic balustrade of the colonnade facing Dorothy Nyembe Street, the original entrance to the post office (see Philip, 2002).



- f) Noting the heritage significance of the Scottville area and the values that the suburb carries, it is without doubt that this suburb needs to be preserved at all costs. Though the buildings have been assigned different heritage significance ratings, it is critical that their unique architectural values be recognised. While these authors believe a balance between development and retention of the historical values of the Scottville suburb can be met it is also important to note the social economic benefits that will be brought in by this development. These social economic benefits do not only benefit the local community but also helps in resuscitating the National economy which has been put under a lot of strain by the Covid -19 pandemic. Employment creation is currently one of the top priorities of the government.
- g) Heritage resources authorities are bound to protect not only heritage buildings but the sounding area (Scottville) with its large complement of Victorian architecture, which is worthy of protection and recognition both under the National Heritage Resources Act of 1999 and the KwaZulu-Natal Amafa and Research Institute Act, 2018 (Act No 5 of 2018). Where a heritage resource is potentially affected by an application brought under these two Acts, heritage authorities are obligated to impose conditions as the Acts seek to promote the conservation of the affected area, even if that area is unprotected.

Based on the above conclusions Tsimba Archaeological Footprints requests that Amafa Research and institute exercise its discretion and grant the project a conditional Positive Review Comment. In order to avoid curtailing the property owners' ability to develop, we recommend a conditional approval with strict recommendations given below. The imposition of these strict conditions is reasonable and justifiable, having regard to the inherent responsibility of the developer towards the community in the exercise of their entitlements as owners of the property in question. These onerous conditions in this case do not amount to curtailment of the property owners' rights to deal with property as they see fit. This serves as recognition that in our present constitutional democracy, an increased emphasis is now being placed upon the characteristic of ownership which requires that entitlements must be exercised in accordance with the social function of law in the interest of the community.

Based on the impact assessment conducted, and relevant institution consulted the following can be recommended:

- The proposed project site shall not exceed the town-planning envelope of the existing building;
- The materials used for the construction of the filling station should be sympathetic to the materials used on the rest of the building in the area;
- The design of the filling station should as well complement designs of the houses in the surrounding area;
- A memorisation plan should be created before work begin;
- Building plans for the filling station should be submitted to KwaZulu-Natal Amafa and Research Institute for its approval prior to any work commencing on site;



- Further to that as part of the documentation process of the buildings' history, pictures of the building should be taken in accordance with the National Archives of South Africa's standards before their demolition;
- A heritage specialist should be appointed to monitor the project at regular intervals during the demolition and construction phases.

It is the opinion of the authors of this report that in light of the heritage aspects addressed as part of the defined scope of work of this study and the given mitigation measures and recommendations the development may be allowed to continue.



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ABBREVIATIONS

| Acronyms | Description |
|----------|--|
| AIA | Archaeological Impact Assessment |
| ASAPA | Association of South African Professional Archaeologists |
| CRM | Cultural Resource Management |
| DEA | Department of Environmental Affairs |
| EAP | Environmental Assessment Practitioner |
| EIA | Environmental Impact Assessment |
| ESA | Early Stone Age |
| GIS | Geographic Information System |
| GPS | Global Positioning System |
| HIA | Heritage Impact Assessment |
| LSA | Late Stone Age |
| LIA | Late Iron Age |
| MIA | Middle Iron Age |
| MSA | Middle Stone Age |
| SAHRA | South African Heritage Resources Agency |
| KZNDOT | KwaZulu-Natal Department of Transport |



GLOSSARY OF TERMS

| | |
|----------------------|--|
| Achievement | <ul style="list-style-type: none">▪ Something accomplished, esp. by valour, boldness, or superior ability |
| Aesthetic | <ul style="list-style-type: none">▪ Relating to the sense of the beautiful or the science of aesthetics. |
| Community | <ul style="list-style-type: none">▪ All the people of a specific locality or country |
| Culture | <ul style="list-style-type: none">▪ The sum total of ways of living built up by a group of human beings, which is transmitted from one generation to another. |
| Cultural | <ul style="list-style-type: none">▪ Of or relating to culture or cultivation. |
| Diversity | <ul style="list-style-type: none">▪ The state or fact of being diverse; difference; unlikeness. |
| Geological (geology) | <ul style="list-style-type: none">▪ The science which treats of the earth, the rocks of which it is composed, and the changes which it has undergone or is undergoing. |
| High | <ul style="list-style-type: none">▪ Intensified; exceeding the common degree or measure; strong; intense, energetic |
| Importance | <ul style="list-style-type: none">▪ The quality or fact of being important. |
| influence | <ul style="list-style-type: none">▪ Power of producing effects by invisible or insensible means. |
| Potential | <ul style="list-style-type: none">▪ Possible as opposed to actual. |
| Integrity | <ul style="list-style-type: none">▪ The state of being whole, entire, or undiminished. |
| Religious | <ul style="list-style-type: none">▪ Of, relating to, or concerned with religion. |
| Significant | <ul style="list-style-type: none">▪ important; of consequence |
| Social | <ul style="list-style-type: none">▪ Living, or disposed to live, in companionship with others or in a community, rather than in isolation. |
| Spiritual | <ul style="list-style-type: none">▪ Of, relating to, or consisting of spirit or incorporeal being. |
| Valued | <ul style="list-style-type: none">▪ Highly regarded or esteemed |

1.0 INTRODUCTION

1.1 Project Background

Tsimba Archaeological Footprints (Pty) Ltd was requested by Hanslab Environmental Consultants (Pty) Ltd to conduct a Phase 2 heritage impact assessment (Built Environment) for the proposed Scottsville Petrol Filling Station on New England Road, Pietermaritzburg with a drive-thru establishment, two level offices and a line shops on site.

The preparation of the assessment is informed by information received from the client, provided by the Hanslab who conducted the Public Participation process as part of the part of the Basic Assessment Process as per the EIA Regulations, 2014 (as amended) (**see Appendix G**). This HIA is therefore guided by the need to acknowledge different readings of heritage significance over time, i.e. heritage significance as a dynamic concept which takes into cognisance the need to strike a balance between character/ site authenticity and development practicality. This is done through an integrated approach that takes into account the views/voices of the interested and affected parties while at the same time making sure that social and economic benefits brought by developments do not infringe on the authenticity of the cultural landscape. To achieve this following components are included in this study (see Figure 1).

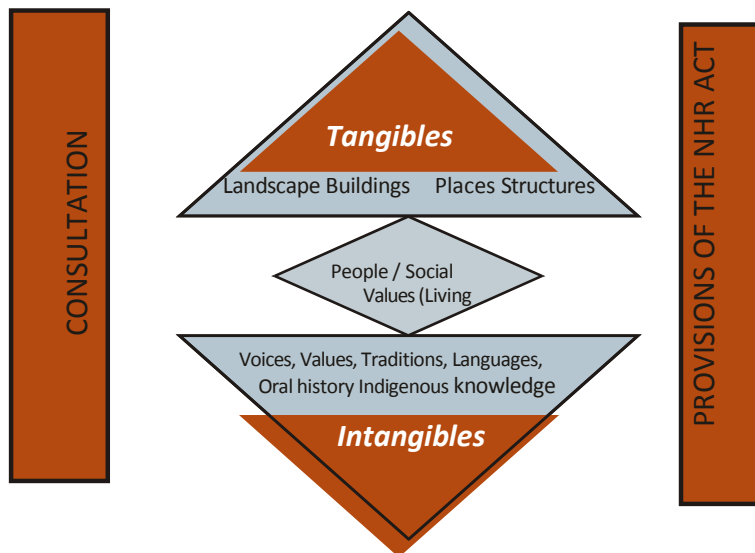


Figure 1: The Heritage Concept

1.2 Legislative Frame works used

1. National Heritage and Resources Act of South Africa No.25 of 1999
2. KwaZulu-Natal Heritage Act, 1997 (Act No. 4 of 2008)
3. The International Charter for the Conservation and Restoration of Monuments and sites (the Venice charter 1996).
4. The Australia ICOMOS charter for places of cultural significance (the Burra Charter 1999).



5. Charter, Principles for the analysis, conservation and structural restoration of architectural heritage (2003)
6. The Athens Charter, the Restoration of Historic Monuments (1931)
7. The International Council on Monuments and Sites(1965)
8. The World Heritage Convention(1972)
9. The Washington Charter (1987)
10. Organisation of World Heritage Cities (1993).

1.3 Proposed Project Description

The Proposed project scope of the activities is given in the table below;

- 1) Petrol filling station along the R56;
- 2) A drive thru and;
- 3) Office development.

2.0 DESCRIPTION OF THE RECEIVING ENVIRONMENT

2.1 Site Context

The proposed location for the petrol filling station surrounding development is Scottsville, Pietermaritzburg, KwaZulu-Natal. Scottsville is situated in the eastern region of the Msunduzi Local Municipality in Pietermaritzburg, the capital city of the province and the economic hub of the district. In the micro context the proposed site is situated along the Pietermaritzburg secondary corridor, corner of New England road (R56) and Ridge road, near the intersection of the N3 and New England road. The following map illustrates the location of the proposed site:



Figure 2: Google image showing the location of the proposed development project



Figure 3: Immediate context of the study site

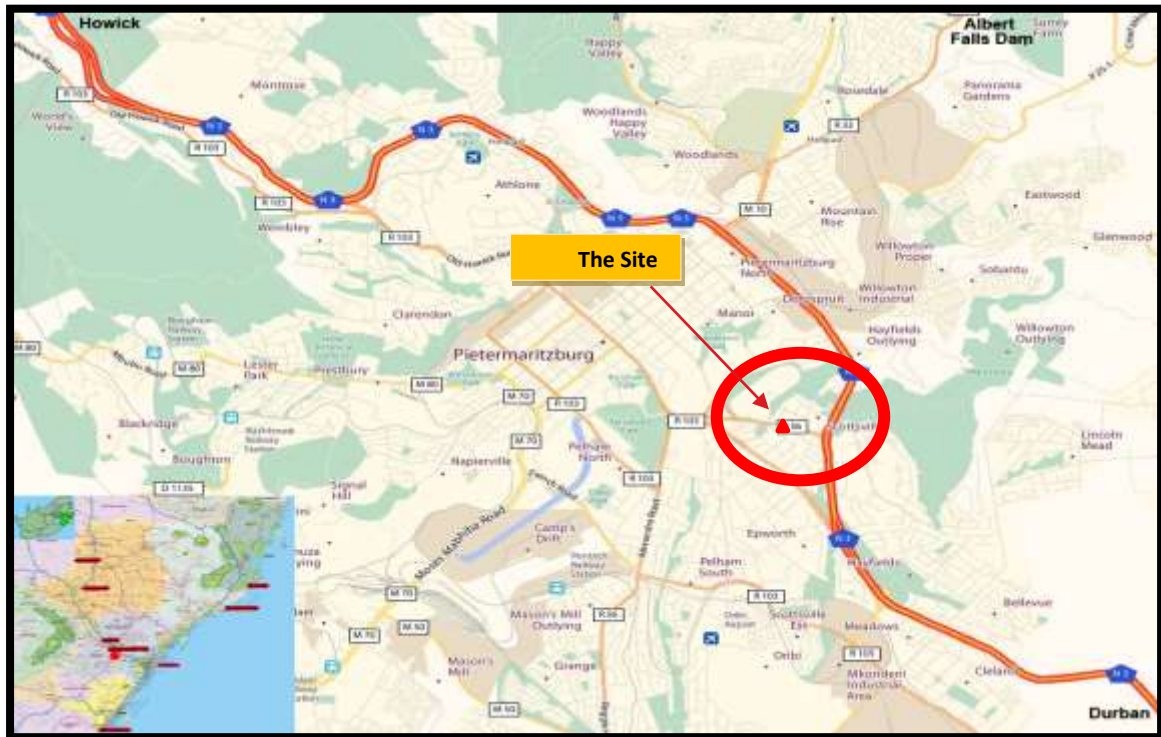


Figure 4: Site within local context, Scottville in red of a 1:50,000 map of South Africa showing the site's location (Red) Source: Chief Directorate: Surveys and Mapping, State Copyright 2000.

3.0 METHODOLOGY

3.1 Literature review

The methodology used in this HIA is based on a comprehensive understanding of the current or baseline situation; the type, distribution and significance of heritage resources as revealed through desk-based study and additional data acquisition, such as archaeological investigations, built heritage surveys, and recording of crafts, skills and intangible heritage. This is systematically integrated by the use of matrices with information on the nature and extent of the proposed engineering and other works to identify potential. The following tasks were also undertaken in relation to the cultural heritage and are described in this report:

The background information search of the proposed development area was conducted following the site maps from the client. Sources used in this study included:

- Published academic papers and HIA studies conducted in and around the region where the proposed infrastructure development will take place;
- Available archaeological literature covering the Kwa-Zulu Natal province area was also consulted;



- The SAHRIS website and the National Data Base were consulted to obtain background information on previous heritage surveys and assessments in the area; and the Kwa Zulu Natal Heritage Data Base.
- Map Archives - Historical maps of the proposed area of development and its surrounds were assessed to aid information gathering of the proposed area of development and its surrounds.

3.2 Field Survey / Ground Truthing

A systematic structural survey of the buildings was conducted by Nankhoo Consulting Engineers paying specific attention to their defects and structural soundness. The survey was conducted on foot, a systemic survey of the area as indicated by Burke and Smith (2004) resulted in the maximum coverage of the structure. The descriptions of the shape of these buildings/ sites were also sketched and described.

3.3 Public Participation Process

The local community is critical in giving an oral account as well as detailed intangible values of a site. Article 12 of the Burra Charter states the conservation, interpretation and management of a heritage resource should provide for the participation of people for whom the place has significant associations and meanings, or who have social, spiritual or other cultural responsibilities for the place.

A public participation process was carried out by Hanslab. A newspaper advert was put in the newspaper while site notices were put on site and pamphlets were handed out to members of the community. This public participation process revealed various concerns raised by the local community to which the developer has assured to look into these (**see Appendix F**). There concerns from the local community due to the fact that this community has a high regard for their suburb as a heritage landscape. The concerns stem from the local community's need to retain their neighbourhood's historic significance. Scottville is regarded as a historic urbanscape therefore the historic nature of this neighbourhood is highly valued by the residents. Most of the houses in Scottville were built by the Collins Construction company; they therefore carry Collin's-style Construction Design (Victorian and Edwardian architecture) and are also historically significant because they are associated with prominent historical figures. It is also important to note that there are various other reasons (non-heritage related) that have been noted by the local community for their opposition of the project which are not heritage related. Some of these reasons include property value loss, noise pollution and traffic congestion etc.

3.4 Data Consolidation and Report Writing

Data captured on the development area (during the field survey) by means of a desktop study and physical survey is used as a basis for this HIA. This data is also used to establish assessment for any possible current and future impacts within the development footprint. This includes the following:



- ✚ Assessment of the significance of the cultural resources in terms of their archaeological, built environment and landscape, historical, scientific, social, religious, aesthetic and tourism value(see **Appendix B**);
- ✚ A description of possible impacts of the proposed development, especially during the construction phase, in accordance with the standards and conventions for the management of cultural environments;
- ✚ Proposal of suitable mitigation measures to minimize possible negative impacts on the cultural environment and resources that may result during construction;
- ✚ Review of applicable legislative requirements that is the NEMA (read together with the 2014 EIA Regulations) the NHRA of 1999 and the KwaZulu-Natal Amafa and Research Institute Act, 2018 (Act No 5 of 2018).

4.0 LEGISLATIVE FRAMEWORK

The appointment of Tsimba Archaeological Footprints is in terms of the National Heritage Resources Act (NHRA), No. 25 of 1999. The HIA is also required for any buildings that are 60 years or older in terms of National Building Regulations and Building Standards Act 103 of 1977. This act requires that a demolition permit from PRHA accompanies a demolition application to the local city's building control department for approval of the demolition.

This Phase 2 HIA was conducted in terms of Section 38(8) (8) The provisions of this section do not apply to a development as described in subsection (1) if an evaluation of the impact of such development on heritage resources is required in terms of the Environment Conservation Act, 1989 (Act No. 73 of 1989), or the integrated environmental management guidelines issued by the Department of Environment Affairs and Tourism, or the Minerals Act, 1991 (Act No. 50 of 1991), or any other legislation: Provided that the consenting authority must ensure that the evaluation fulfils the requirements of the relevant heritage resources authority in terms of subsection (3), and any comments and recommendations of the relevant heritage resources authority with regard to such development have been taken into account prior to the granting of the consent.

It follows the initial Phase 1 Heritage Impact assessment Conducted under 38. (1) Subject to the provisions of subsections (7), (8) and (9), any person who intends to undertake a development categorised as— (c) any development or other activity which will change the character of a site— (i) exceeding 5 000 m2 in extent; or

For the purposes of this study, these pieces of legislation can be read together with the KwaZulu-Natal Amafa and Research Institute Act, 2018 (Act No 5 of 2018) :- Chapter 8, Clause 33(1)(a): General Protection :- Structures, of this Act, states that: No structures which is, or which may reasonably be expected to be older than 60 years, may be demolished, altered or added to without prior written approval of the Council having been obtained on written application to the Council;.and Section 34 (1) No person may alter or demolish any structure



or part of a structure which is older than 60 years without a permit issued by the relevant provincial heritage resources authority provides room for an assessment of the buildings to be carried out before demolition. The appointment of Tsimba Archaeological Footprints is in line with the Basic Assessment process conducted by Hanslab Environmental consultants under the National Environmental Management Act (NEMA).

5.0 HISTORICAL BACKGROUND

Historical Background of Pietermaritzburg

They wanted a place where cattle sickness did not pose a problem. The Voortrekker were cattle farmers. It was too much for the Voortrekker and all the sand for the sandy coast and the insect plagues. These were all very important factors for their determined site selection. Weather was a determining factor for the styles of construction. Corrugated iron was unyielding and successful building material as many discovered the hot climate. The creation of the stoep became the symbol of Southern African life. This material would never have been used in a serious building in Europe, but gave a distinct appearance to the Victorian Vernacular of South Africa.

Prefabricated metalwork ceiling was another material not discussed much, the advantages of the metal ceiling was that the ceiling would not spoil the ceiling like the plaster or woodwork when the roof leaked. Repainting and replacing the other plaster ceilings saved immense expenses. In Natal, timber was not plentiful, and where it existed, it was readily used and soon exhausted. The Termite assault was very alarming and was one of the most difficult problems for the use of timber to solve. Thatch was used by the early settlers. It was a local material and readily available. It made a very suitable roof for the warm climate. Thatching was done by the local Zulu's who have been using this form of roof making for many years.

It was due to the extensive use of red bricks that PMB was given its distinctive character. Several foundries were situated in Natal. Many of the supplies for the colonies were duty-free until the 1860's. Brick making machines were imported by the government, and therefore it felt very appropriate for the establishment of its own brickyards. The first bricks to be made in PMB, were a red face brick. This was not well liked, but deposits of yellow clay found in the region, soon gave rise to a new more welcome salmon orange brick. The Natal fire Assurance and trust company listed buildings that were not made of brick or stone to be dangerous. The insurance costs of non-brick houses were three times that of its brick counterpart. This lead to a renewed impetus in the use of brick for the built environment. The bricks were supplied by the brickyard owned by Mr Pistorius.



An engineer and Ironworker by profession, steel factories such as the paragon works, owned by H.A Chadwick. Throughout the country, his ironmongery won several awards. The two massive iron gates for the PMB town hall were also cast. As they capture a more personal , human quality, the salmon bricks, while unpopular with the locals at the time, can be said to be anti-monumental. It is this consistency that provides the quaintness of PMB. Water was carried from the river of the Kleine Bosjeman. Green was the chosen colour for roofs, shutters and any other woodwork. Although the paint was relatively expensive to manufacture, it was still chosen as the colour for use in painting doors and window frames. It had nothing to do with economy. One explanation could possibly be the use from the Moorish heritage in Spain and Portugal. There might a possible link between former Spanish empire , Austria, Bavaria and Holland. And might have spread in its persistent form to South Africa as a colour of coolness.

Pre- Colonial Times

Dating back, Natal, was home to pre-Bushman people. Kwa-Zulu Natal or then termed Natalia was founded by Portuguese sailor Vasco de Gama on his way to India landing on the East coast of Southern Africa and proclaiming the land, Natalia, in honour of its Nativity. Many artefacts of these people have been found at Archaeological sites, with many of their rock paintings still found in the higher reaches of the Drakensberg and uplands in Natal. The African tribe Abakwamamcibise lived in the borough of which was to become Pietermaritzburg. King Chaka Zulu, the infamous Zulu King laid waste to many tribes in the Natalia area, swept through the region where the Abakwamamcibise tribe lived. Most were exterminated and those who survived scattered to other areas of Natal.

Natal was fraught with large warring tribes. Winning tribes would include the losing tribes into their own tribe. Whole communities would be displaced by the warfare of these tribes. In the early Eighteen hundreds, Shaka Zulu, the king of the Zulu tribe attacked many smaller tribes in Natal until the area was practically depopulated. In 1828, hungry for power, his two half-brothers Dingane and Mahlangane murdered him, whereupon Dingane took place as the new Zulu leader. The assertiveness of King Shaka, and land hunger that he claimed broke and dispersed the smaller tribes of the region. The natives were broken, divided because of the conquering Zulu's , many were forced into recluse. Recourse was taken to cannibalism. Witch craft was strong. With the arrival of colonists, many of the now divided tribe's seeked protection from the still strong forces of the Zulu tribe. Treaties made by the British and the Zulus have kept the natives safe and often led to many missionaries starting churches for the local inhabitants. It was with the reign of King Cetawayo that many mission stations were built.

Trek to Natal

Both the Cape and Natal was an essential transport route for ships of the VOC en route to India, as many vessels would stop on the African coasts for fresh supplies and treatment of scurvy. When war broke out between Britain and Napoleon, the British sent additional troops to secure the route. The first British occupation



began on 14 September 1795. The French and Dutch joined forces supporting the American colonists. This led to a French garrison in the Cape. With the war in Europe, the Policy of whitewall stated that self-governing colonies had to fend for themselves, as Britain's entire resources were devoted to conquering Napoleon.

Huguenots or otherwise referred to as Afrikaners, were a God-Fearing, strong-willed and industrious people. They had a strong desire to live of their own means, with their own religion and beliefs. Their desire for their own land has always been a struggle in South Africa, as they always faced adversity from British rule, local inhabitants or climatic hardships. They were hard-working, useful and practical in their ways, but their separation as trekkers led to too much of their hardships. Religion was the keystone to the Afrikaners, although the people were not dreary or over-serious.

Owing to the life and manner of many of the Trekkers, it became a way of life and being so removed from their European ancestors; the 'Trekking' life was quite congenial, placing them in the forefront as pioneers in Southern Africa. The trekking lifestyle had many drawbacks. As they were always travelling, children often grew up with little or no education and being separated from people, they had many social infirmities. The trekkers were pastoral people, often owning land between 6000 and 20,000 acres. Their livestock was their chief care. The cattle were the main concern for the trekkers, and so any improvement of landscape or permanent buildings were often neglected as migration was their main priority for their cattle.

It wasn't until 1837, that the first Dutch Voortrekkers, descendants of the Huguenot settlers climbed down the mountain passes of the Drakensberg and reached the uplands of Natal. Discontent with the British occupation in the Cape Colony, the Voortrekkers moved north to find land of their own.

The two leaders, Piet Retief and Gert Maritz led the trek through the Drakensberg to Port Natal; they were hoping that Britain will give them de facto if they were to remain a community who will live in accordance to the British law, but on their own land. Piet Retief rode ahead to Port Natal to make contact with the English Settlers at the Port. The Voortrekkers created Pietermaritzburg as a palisaded laager. The natives called PMB, Umgungunhlovu, because of the ancient seat of Government of the Zulu's on the White Umfolosi River. It was only two years later that permanent settlement began – for fear of attack from the Zulu's. Many small towns around PMB developed around the forts that were established to protect PMB.

It was previously accepted that Pietermaritzburg, the name was a marriage between the names of the original founding fathers of the town, Piet Retief and Gert Maritz, leading to the town name, Pieter-Maritz-berg, berg meaning 'mountain' or 'hill'. But, recent research by Robert Haswell of the University of Natal indicates that this might not be the case. New evidence shows that the two leaders were not on friendly terms. Also on early Volksraad minutes, the town is written as 'Pietermauritzburg'. Fitting, that Piet Retief's second name was Mauritz.

PMB was located approx. 90 km from the Port Natal, embraced by two small rivers, the Umsindusi and Dorpspruit. Britain at the time had strong naval ships, where the Boers had none. The central location of PMB and



natural advantages of PMB soon became the seat of Natal – the principal town of the republic of Natalia. PMB was an ideal site for the trekkers, as it offered them a town that was inaccessible by the British sea power. Britain at the time had a major Sea presence, which the Dutch was non-existent. The Dutch often used guerrilla warfare, which was immensely useful against the British gentleman's warfare. The site, just inland from the coast, humidity was lower and the farming was suitable to the farming which Piet Retief and his followers were accustomed to.

The insecure and unsettled conditions of the country and the fear of attack by the Zulu's lead to the development of PMB as a town rather than farmlands. Many preferred safety of the town rather than having to protect themselves on their own farmlands. The continual fear of murderous attacks on women and children made many of the new emigrants not wanting to leave the Laager in fear of their lives. Fort Napier was created west of the town, overlooking the area for the safety of the town. "On 3 February 1838, Dingane's tribesmen killed Piet Retief, together with 67 of his followers, during an ambush. Retief had an agreement with Dingane that if he succeeded in returning Dingane's cattle that had been stolen by Sikonyela; the Voortrekkers would be allowed to buy land from him and his people.

When the Voortrekkers returned with the stolen cattle, they were killed. The Voortrekkers swore vengeance and Dingane's army was defeated at Blood River on 16 December 1838 by Andries Pretorius. Dingane's death brought with it an end to the extermination wars waged by him and his armies. However, in other parts of the country, the Mfecane continued under leaders such as Msilikazi, Soshangane and Sikonyela. "

The Red Coats come

The Boers succumbed to British rule after establishing PMB for about 5 years. In 1843 the Volksraad submitted to the British Authority. The Boers had to vacate their land for new British Military. They left their carefully laid plans and foundations for the British to build upon, the renowned Edwardian and Victorian Architecture which later made Pietermaritzburg famous. The British gained possession of Natal. The Afrikaners left PMB, with many even still undeveloped, the streets were still dirt tracks. It was a temporary home for the Afrikaners, after five years of disillusionment, at the realisation that they once again could not shake off the British rule, the Trekkers packed their wagons to join the great trek North over the mountains. Sites that were claimed by the Boers in Natal include, Maritzburg, Durban, and Weenen. The exodus of the Boers out of the Cape Colony happened through the years of 1846-47. And many moved north to the Berg and Orange River. Many Voortrekkers from the Cape Colony settled again in Pietermaritzburg. Many Voortrekkers headed north, and some as far as Mozambique. The great trek ended for many as Malaria was fraught in the area and the majority of trekkers died. As the people were dying of Malaria, most of the cattle died from infections from the tsetse flies.

Natal's political and constitutional development crystallized in the 1840's with the formal annexation of the colony by Henry cloete'. From here onwards all developments were to evolve under the British crown. In 1877, Sir Theo



Shepstone, acting as Imperial Official, annexed the South African Republic to the British Crown. The rule of England was welcomed by the Dutch in the days of their helpless poverty, but infused by British capital, the depression passed away, only to leave the Dutch with the discontent of the comfort and wealth that the British now had.

The Zulu war of 1879, where many of the Zulu warriors were eradicated by the British. This led to a more peaceful period for the city. The towns quietness was twice interrupted, first by the First Anglo Boer war (1880 – 1881), and then later in 1885 by severe economic depression. The control of Africa as a race against many other colonial powers of Europe. In this period, The Portuguese had already controlled West and East Africa (Mozambique, and Angola), the Germans controlled Namibia, the Belgium's in DRC and Congo and the French in West and Equatorial Africa as well as Madagascar. With colonial threats around South Africa, the newly discovered Diamond mines in Kimberly and Gold Mines in Johannesburg meant Britain's eager expansion in the country. With the laws of supply and demand, Britain's 'hungry forties' led to the disposal of many of her people and the demand of Natal for more population. This period is met with much propaganda and falsified accounts to draw the attention of the people of England to it colonies. It was quite obvious that the Boer and the British did not mix well in the town. Thomas Phipson writes on his travels to PMB, that the first thing he noticed riding into town was the burial grounds. This reflected the separation in PMB, as he states: " The Boer graves were to the left of the road and the British to the right!".

Urban Development of Pietermaritzburg 1843 – 1900

Most of the Voortrekker and British town planning was bluntly put, straight forward, and lacking in skill and design. The most common town planning was pattern of a grid. With the dimensions fixed to an ideal size, chosen for the most appropriate erven sizes. Often, the main focus of the planning, would be a centralised open square in the centre of the town, which would face all the major buildings. The erection of a town square is a continuation of the traditions of the medieval schemes and was commonly used in the Cape. Although unimaginative and direct, the boldness and small amount of time needed for surveying appealed greatly to both the Boer and British military and administrators. In the centre of the PMB, the Dutch built a market hall, which was soon replaced by a larger Market hall, as the importance of the premises grew rapidly. The original gaol was replaced by a police station. The site for the town was almost flat. The street orientation is set out on a North to East to South West. The erven sizes were 45 x 15 m in size, large enough to have an orchard and garden in the back. The streets were eighty feet wide, and the town divided by nine parallel streets and by five other. Many of the street names are reminiscent of Cape Town and Holland, names such as, Burger, Loop, Kerk Straat (Church Street).

Republic of Natal 1845 -1870



The active intervention of the British in Natal in 1842 meant that by 1845 only 60 trekker families were left in PMB. The removal of the Boers during the exodus meant two things for PMB, the predominant white population became even more urban, hence there was less exploitive activities on the environment occurring. The British population was growing, and settlers from the Cape moved to Natal. In 1849, PMB had a white population of about 3000, 1500 being Boers.

The British made new policy's where reserves were made aside for the Native people to stay, enough arable land for the natives to become independent peasantry. The natives were an essential part of the taxes for PMB. The natives were very important to the economic powers of the colony. As the 120 000 natives contributed more to taxes than the fellow Europeans. The politics of land ownership were therefore dealt in the favour of the majority and kept land-hungry whites at bay. The two main features that can be found in the town layout is the complete dominance of the surrounding environment and the close relationship between agriculture and the town.

The continuation of the planning by British rule seemed to be in agreement with the one man, one site ideal. The eighteenth hundred collective bourgeoisie trends were not favoured by the Boers as they preferred owning private property. This carried on through to their architecture, where the regular geometry of the street scene was formed. It was the urban landscaping that proved to be the aesthetic of harmony where neighbourly friendliness was born.

Many of the houses became free standing objects within the erven, creating independent characters. The independence of the land owners seemed to have impacted the development of the town; most houses would be single storey, catering for only one family. The initial Volksraad regulations indicated that the front of the building should be built right on the street. Other peculiar regulations were the Dorp Spruit water sluis [19] . Advantage was taken of the gently sloping ridge between the Dorp Spruit and Umsindusi rivers; water was led easily to the town to supply the houses with water and to irrigate the gardens. Many of the avenues and bordering 'sluits' were common in Trekker planning, the continuation of Dutch characters.

With improper measuring tools, it often became difficult to supervise or prevent the encroachment onto other streets or properties. The individual erven and free standing verandah houses, the city struggles to find architectural unity. Through the planted avenues of plain trees, Jacaranda's, hedges and garden walls help restore the unity of the town. Both PMB and Durban (Port Natal) were laid out to handle future growth. Many buildings were scattered and separated, with large areas with wild bush and gardens growing on the erven for many years. In the early days it was often noted how people will stumble upon hyena's on the way back from a dance, or how elephants had the habit of rubbing against the poles of the verandah and causing the verandah to collapse.



With the new development of railway line between the Port and PMB, workers could stay further away from home (1880). The growth of the Town was very chaotic, The initial layout were simple solutions for the initial town planning, but as the city grew, the landscape became more uneven, the pattern of land usage changed and required more skill at developing in the country side.

Character of PMB

One of the most common aspects of British colony development in towns was the attitude towards convenience and comfort. In this case, the verandah house was a very popular device in the Victorian period. The Verandah's unified the horizontal elements of the streets, and was by far the most essential industrial products used in many parts of South Africa for its excellent properties for rain protection. Corrugated sheets might not have suited the colder European climate, but the building material was excellent for hot climates. It cooled off quickly in the evenings, and proved an excellent alternative to thatch. With the use of Verandah's as sun protection, the use for shutters became void, hence the removal of them as functional and aesthetical element. With the act of rebuilding London in 1667, it became legislation that buildings required balconies on the first floor to prevent falling timber falling directly to the streets. It is believed that this was a driving factor for the origins and characteristics of the balconies found in the Gregorian and Victorian style.

PMB could owe its beauty to the suits, as they help line the streets with Seringa and weeping willows, with all the gardens neat trimmed hedges and meridian of roses. Australian gum tree (Eucalyptus), were often used as both shade, and lighting conductors. The most interesting feature about the town planning of PMB is that the streets, however long and non-abiding to the hills it runs over, maintains a special characteristic. The streets are lined with Victorian buildings, from the sub-burb to the city centre, in a single linear street, the variation of grand city buildings to verandah-festooned balconies with creepers. Willows can be found on either sides of the city, all distinctly different, thanks to the independently standing erven. This gives a rich atmosphere of the English. The City has retained much of its past character, of restfulness and homeliness. The whole Victorian period from residential to commercial can be captured continuing through the streets of pmb.

Victorian Period

By the ascensions of the young Queen Victoria, in 1837, the Georgian period Ended and Victorian was born. The forty year period (before 1900) was so radical in the changes in architectural styles that it could have constituted a revolution. The economic wellbeing of the state and growth of PMB was phenomenal for the town, and has not seen such growth before. The unsettled atmosphere was reflected in the architecture. This was period of social and cultural disintegration. Many Boers left the colony of the cape to find financial and political independence. To escape the British rule in the Cape, the Boers headed North, and some heading for PMB. The creation of Boer republics led to a new chapter in the political development of South Africa. The red markings on maps of where the British Empire was stretched were scattered across the world, but occasionally there would be inlays where



the Boer Republics were dividing these powers. Natal belonged to the British, but some Afrikaners decided to stay and live within in the laws of the British colony.

In the mid eighteenth century, it was common for young men to leave England and head for the distant colonies of their kingdom. Many exports of the British colony were young architects who worked in the fashionable offices of architects in Great Britain. So with the emigration to other colonies, the pattern books, prefabricated materials and the men themselves were taken along. It has been documented that many British left for health reasons or for seeking fortune elsewhere. This export led to a time lag for the architectural styles. These fashions of Europe often only reached its colonies a decade later. With this lag, the Cape Dutch tradition lingered on during the early days of Britain's Victorian era. PMB was initially a settlement with white washed gables, then Georgian architecture was imported. The phase of styles and changes in characteristics gave this the Victorian architecture its distinct look and feel, it is quite easy to see the difference in styles to that of the Cape Dutch baroque and rococo styles.

6.0 HERITAGE ASSESSMENT OF SIGNIFICANCE

There are many ways of assessing impact on heritage assets, some formalised in law, some very technical and sophisticated, others less so. This guidance sets down some principles and options. But whatever route is chosen, the assessment must be "fit-for-purpose" – suitable for the heritage property and for the changes proposed, and suitable to the local environment. It must provide the evidence on which decisions can be made in a clear, transparent and practicable way. The significance of a site can be modified or added to. Its importance can be increased by communicating the significance to more people through the media or archaeological reports. Site significance classification standards prescribed by SAHRA (2006), and acknowledged by ASAPA for the SADC region, were used for the purposes of this report. The main aim in assessing significance is to produce a succinct statement of significance, which summarises an item's heritage values. The statement is the basis for policies and management structures that will affect the item's future.

| SAHRA's Site significance classification minimum standards | | | |
|--|----------|-------------------|--|
| Filed Rating | Grade | Classification | Recommendation |
| National Significance (NS) | Grade 1 | | Conservation; National Site nomination |
| Provincial Significance (PS) | Grade 2 | | Conservation; Provincial Site nomination |
| Local Significance (LS) | Grade 3A | High Significance | Conservation; Mitigation |



| | | | |
|-------------------------------------|----------|---------------------------|--|
| | | | not advised |
| Local Significance (LS) | Grade 3B | High Significance | Mitigation (Part of site should be retained) |
| Generally Protected A (GP.A) | | High/ Medium Significance | Mitigation before destruction |
| Generally Protected B (GP.B) | | Medium Significance | Recording before destruction |
| Generally Protected C (GP.A) | | Low Significance | Destruction |

Site significance is calculated by combining the following concepts in the given formula.

$$S = (E+D+M) P$$

S = Significance weighting

E = Extent

D = Duration

M = Magnitude

P = Probability

The significance weightings for each potential impact are as follows:

| The significance weightings for each potential impact are as follows: | | |
|---|-----------------|--------|
| Aspect | Description | Weight |
| Probability | Improbable | 1 |
| | Probable | 2 |
| | Highly Probable | 4 |
| | Definite | 5 |
| Duration | Short term | 1 |
| | Medium term | 3 |
| | Long term | 4 |
| | Permanent | 5 |
| Scale | Local | 1 |
| | Site | 2 |
| | Regional | 3 |
| Magnitude/Severity | Low | 2 |
| | Medium | 6 |



| | | |
|--|------|---|
| | High | 8 |
|--|------|---|



| Impact Significance | | |
|--|---|---|
| It provides an indication of the importance of the impact in terms of both tangible and intangible characteristics. (S) is formulated by adding the sum of numbers assigned to Extent (E), Duration (D), and Intensity (I) and multiplying the sum by the Probability. $S = (E+D+I) P$ | | |
| <30 | Low | Mitigation of impacts is easily achieved where this impact would not have a direct influence on the decision to develop in the area. |
| 30-60 | Medium | Mitigation of impact is both feasible and fairly easy. The impact could influence the decision to develop in the area unless it is effectively mitigated. |
| >60 | High | Significant impacts where there is difficult. The impact must have an influence on the decision process to develop in the area. |
| Nature: During the construction phase activities resulting in disturbance of surfaces and/or sub-surfaces may destroy, damage, alter, or remove from its original position archaeological material or objects. | | |
| | Without Mitigation | With Mitigation |
| Extent | Local (1) | Local (1) |
| Duration | Permanent (5) | Permanent (5) |
| Magnitude | Low (2) | Low(2) |
| Probability | Not Probable (2) | Not probable (2) |
| Significance | Low (16) | Low(16) |
| Status | Negative | Negative |
| Reversibility | Not irreversible | Not irreversible |
| Irreversible loss of resources | No resources were recorded | No resources were recorded |
| Can impacts be mitigated? | Yes, a chance find procedure should be implemented. | Yes |



7.0 DISCUSSION OF THE FINDINGS

7.1 Scottville Cultural Landscape

There is no formal listing for Scottville as a heritage suburb from Amafa Research institute. The buildings at 2 Ridge and 72 New England Road are typical of the buildings built by the main developer of Scottville in the 1920's, Collins Construction under Winifred and Ken Collins. This makes these properties part of the historical landscape of Scottville². The history of Scottville is also not well documented. The suburb is very heavily populated with historical and Settler-era structures that mostly include structures and elements in the Victorian and Edwardian architectural style; 1920-1930 "Collin Berea-style" architecture; Union Style Architecture; and houses in the 1940s and early 1950s. This makes Scottville an easy fit into the rich atmosphere of the English-colonial heritage that the entire Pietermaritzburg boasts of. The City of Pietermaritzburg retained much of its past character, of restfulness and homeliness. The whole Victorian period from residential to commercial can be captured continuing through the streets of PMB.

The origins of this suburb can be traced using the architectural trends cutting across the suburb as well as well as documented places of significance in the area. A survey of the suburb reveals a variety of architectural styles including Victorian and Edwardian styles typical of Settler architecture in the greater Pietermaritzburg area. For example, Scottville Primary School was constructed in 1915. There is also Comrade's House and the Old Natal University Central Building, which foundation stone was laid in 1908. In addition, there is also the St John's Diocesan School and St Charles School which are also located in this suburb. Situated within the history of Pietermaritzburg, the date of construction of the suburb can be tentatively placed after 1845. According to Laband and Hasswell (1988), the Victorian and Edwardian architecture scattered in the city and the immediate areas is associated with the occupation of the British in the area. In addition, the history of the suburb is also synonymous with that of the Trams which constituted the major source of transport in Pietermaritzburg in the Colonial era. The Scottville suburb was one of the major tram routes in the 1930s (Natal Society Foundation, 2010). Therefore, the trams history of the greater Pietermaritzburg provides a good idea when the suburb of Scottville was constructed.

The Collins Construction company roots can be traced back to 1904, when Harry Collins arrived in South Africa and started a steam joinery workshop. Ken and Winifred Collins the sons to Harry would continue to grow the company and built it up to become a reputable Pietermaritzburg-based construction company, known as Collins Contractors. It is at this stage that most of the Victorian – Edwardian designs started to emerge. Ken's son, Russell, joined his father during the 1960s and grew the company into the commercial and industrial property space³.

² Ros Devereaux , Email Correspondence on 28 October 2020

³ Collins Residential (2020) Our History. Accessed 29 October 2020



The study area is located in a region rich in built heritage and other old buildings for example the Scottsville Primary School (1915) and the Comrade 's House and the Old Natal University Central Building (1908) which have stood as a salient landmark for nearly 100 years and many other historical buildings with Victorian- Colonial architectural designs. These two buildings are the nearest Grade II, Provincial Heritage site structures.

Within this neighbourhood, St John's Diocesan School and St Charles School fall, and while distinctive with their own histories, no formal grading has yet been awarded just like the buildings in question. Nevertheless, along with its gardens and large trees, and its suburban aspect, this historical depth of the region forms its own distinctive character that should be preserved.

The proposed study area is located in a city with rich in Colonial heritage this is further evidenced by the names of streets that pay tribute to the Britain and the English for example , New England Road , Ridge Road, Phipson Road , Harwin Road , Sanders road etc which are all English names.

7.2 Built Environment Descriptions

❖ 2 Ridge Road/72 New England Road

This property is located on 2 Ridge road/ 72 New England road this property was the original house built upon a larger property including 2 Ridge Road/New England Road and 4 Ridge Road, and which was sub-divided at some point in its history. The building is made of masonry, using brick elements linked by means of mortar joints. Such buildings have often fallen victim to massive damage or destruction especially in times of earthquakes leading to loss of structures with great cultural significance. It is however generally in a good state and can be regarded as a structurally sound building. The building has been altered a number of times both in the interior and on the outside. The building has changed its use over time. From the heritage management point of view, it is only fair to assume that the original building was altered without official permits from the municipality. Structurally gaps were noted between ceiling cornices and brick walls. This defect could be caused by uneven foundation settling and shifting overtime due to poor workmanship. There is also rotation of brickwork therefore the ground should be locally replaced and the natural ground line be adjusted as necessary.

<https://collinsresidential.co.za/about-us/#:~:text=The%20history%20of%20the%20Collins,company%2C%20known%20as%20Collins%20Contractors.>



Figure 5: The image above presents an extensively altered backroom which has lost the original appearance which would have been of architectural significance. Note that a good portion of the side elevation was extensively altered to accommodate the modern glass doors. However, the presence of this backroom confirms a colonial period tradition where backrooms then known as “Native rooms” were a key feature of most homes.

The property located at the physical address above is a single storey house that embodies a blend of architectural styles. From a distance, the most eye-catching feature of this property is its hip and gable type roof which is a facet of the Edwardian type architecture. The Edwardian type architecture emerged and gained prominence in the era of King Edward VII who took over from Queen Victoria of England. The prominence of the Edwardian style was rather short-lived, stretching only from 1901 to 1910. The presence of the hip and gable type roof provides a good indication regarding when the property was constructed. Western Architects in South Africa had a tendency of importing ideas from their home countries. Given that the house has Edwardian elements, and that it is currently in a compromised shape, our position is that this property is undoubtedly over 60 years old. The property must therefore be provisionally protected under the South African Heritage Resources Law. Efforts to determine the exact age of the property were fruitless because the original plans could not be found at the City Council archives.

In its classic appearance, the Edwardian style features elements of the Elizabethan or Tudor type architecture particularly “Half timbering”. Owing to the mixed style of architecture apparent on this property, half-timbering is virtually absent. The walls of the property were entirely constructed using bricks. With the progress of time, the interior of the Edwardian style architecture began to incorporate wood panelling where it was deemed practical.

Typically, properties adopting this style were storey buildings. Wood panelling was done particularly on the entry foyers and grand stairwells. This emphasizes remarkable differences between this property and the classic Edwardian type architecture.



Figure 6: A view of the property clearly revealing the Hip and Gable traits on the roof



Figure 7: Street view of the property showing another building with similar architectural designs up the road



Figure 8: A closer view of the property showing the overall outlook of the building. Note the wooden cladding on the gable suggesting some additions to the building at some point.



Figure 9: View of a modern door showing some of the alterations on the building. Observe the stripped ceiling suggesting that the original ceiling has deteriorated – further suggesting the old age of the property.



Emphasis on the original Edwardian architecture was placed on achieving distinction to the Victorian architecture, a precursor to the Edwardian style. Edwardians emphasized on handcrafted details for decoration. More Edwardian influence on this property is apparent on the wrap around veranda with inverted colonnades supporting the pillars. This feature is reminiscent to that of a Berea style property located in Durban.

This period of immense social and political change started with immigration at the time of the South African War, the move to Union, participation in World War I and political turmoil in the 1920s. At the same time, new technologies such as electricity and telephones needed to be incorporated into the existing infrastructure. Architects, particularly those working for the city, contributed substantially to the interwar urban environment. Their work displays an emergent regional character, as well as reflections of influences drawn from abroad. Largely founded on a substantial collection of drawings located in the Barrie Biermann Architectural Library at the University of KwaZulu-Natal⁴.



⁴ Jacobs and Kearney (2018) THE BERA STYLE: THE ARCHITECTURE OF WILLIAM MURRAY-JONES AND ARTHUR RITCHIE MCKINLEY INCLUDING THE BRAZILIAN JOURNAL OF MURRAY-JONES

Figure 10: Some of the documented defects on the property

The presence of this house on this street undoubtedly makes it a key heritage feature that needs to be preserved. However, remedial action required to restore the property will erode most of its heritage features that have run down due to age and use.



Figure 11: A Berea style home in the KZNIA Journal 3/4, 1992 located in Durban. It has the same characteristics as the house located on 72 New England Road. Notice the wrap around veranda supported with double decorative pillars. The same style is apparent on the property on 72 New England Road except that the veranda is supported with one pillar at a time throughout the structure.

❖ **Assessment of Values**

| Significance | Importance | | | |
|---------------|------------|----------|----------|---------------|
| | Local | Regional | National | International |
| Architectural | High | High | Medium | Medium |
| Historical | High | Medium | Medium | Low |
| Technical | Medium | Medium | Low | Low |
| Scientific | High | Medium | Low | Low |



| | | | | |
|---------------|------|--------|-----|-----|
| Social | High | Medium | Low | Low |
|---------------|------|--------|-----|-----|

❖ **Assessment of Significance**

Cultural Significance: High to Medium

Heritage Significance: Grade III

Field Rating: Generally Protected A (GP.A)

Mitigation: See above

Probability of Impact: Probable

Duration of Impact: Long term

Scale of Impact: Site and region

Significance of Impact: High

Magnitude of Impact: High

❖ **70 New England Road**

The property on this physical address is a single storey house with Victorian elements. Unlike the property on 72 New England Road, it is apparent on the images provided below that the property has been extensively retouched thus scrapping away its Victorian originality. This suggests that the extensive renovations were attempts to manage the effects of old age of the property which is now associated with Victorian properties. Elements of Victorian architecture on this property are demonstrated through the steeply pitched angle on the roof that was popular among the Victorians. Victorian elements are also demonstrated through the two rooms extending outwards from the main structure on either sides. Placed in time, Victorian style architecture emerged in 1837 and lasted up to 1901 when it gave way to the Edwardians. Its presence in Pietermaritzburg, let alone South Africa is a legacy of colonialism, particularly from the British who occupied this area.



Figure 12: This is a side view of the property revealing more architectural detail. Notice the vent gables on the high steep roof close to chimney. These were intended to well ventilate houses by allowing in a lot cool air and letting out hot air. These were particularly significant in corrugated iron roofs that absorb a lot of heat. Such vent gables were a key characteristic of Victorian buildings.



Figure 13: Notice the intricate architectural detail portrayed on the image. Firstly, take note of the roof vents close to the chimney and gable. The architect put emphasis on proper ventilation of the house because of the corrugated iron roof although the vents may also have served for decorative purposes. Shifting to the veranda, pay attention to the decorative laces. These were also a key facet of Victorian architecture and were intended for decorative purposes.



Figure 14: Property on 70 New England Road. Notice the steep roof near the chimneys on either side. The façade of the house is strongly reminiscent of Victorian period houses in Pietermaritzburg.



Figure 15: The roof shows a modern ceiling adorned with functional decorative lights. This is evidence for retouch in the recent past. Notice a section of the wall protruding inwards to serve as a decoration as well as a chimney for the fire place.

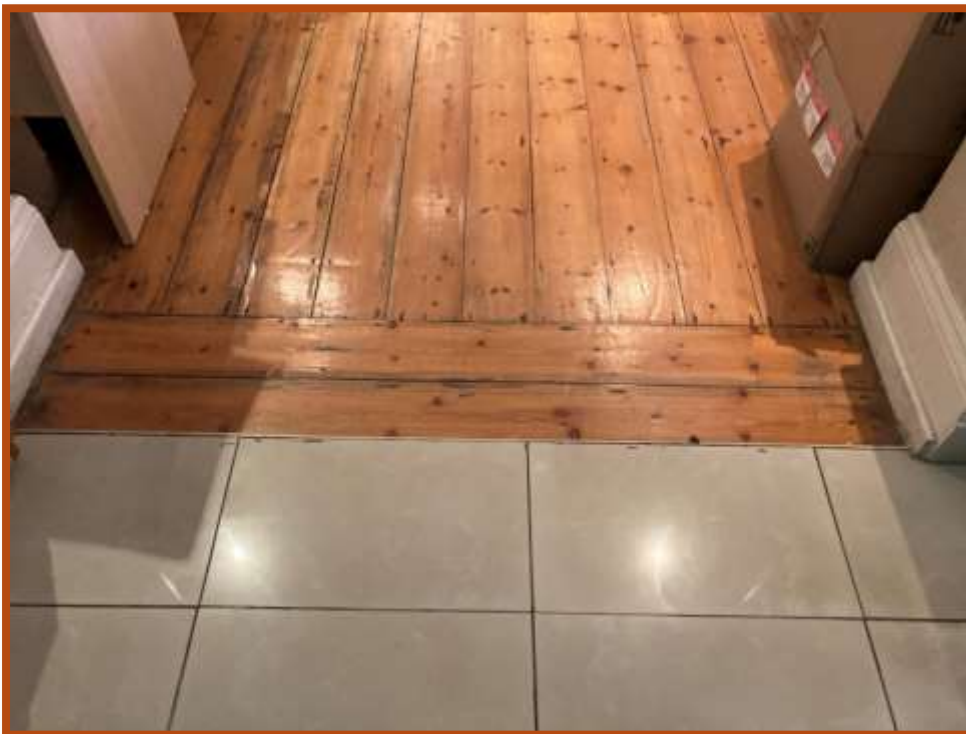


Figure 16: This image presents a convergence of the old of the new. The floor tiles are a modern flooring method while on the other side, the wooden floor may be associated with the original house but with new quoting as seen through the new shiny oil protective layer.

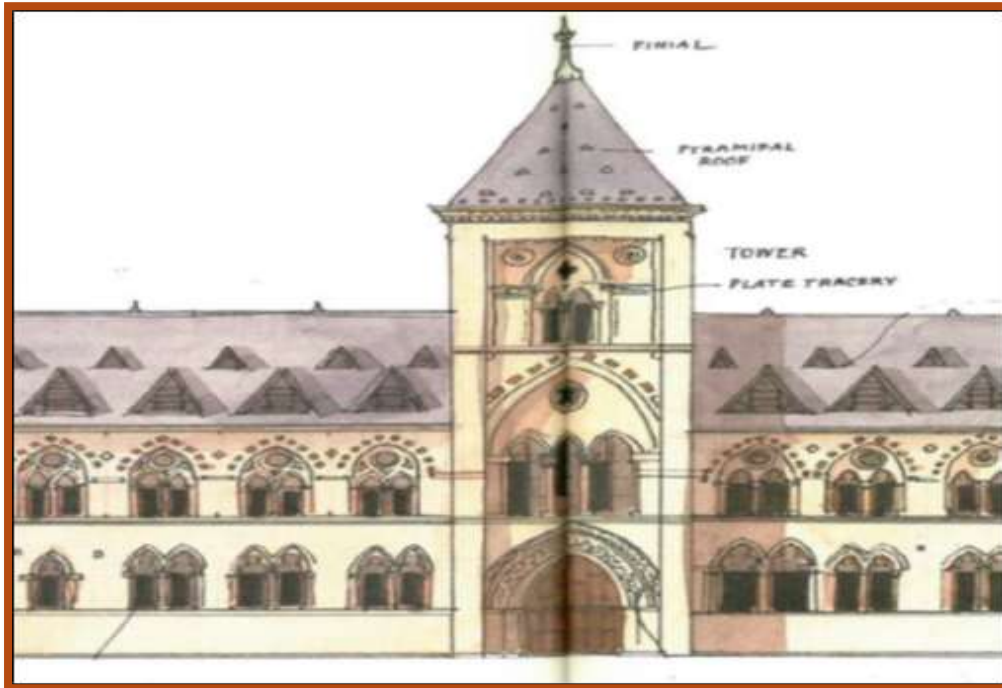


Figure 17: Illustrations taken from Rice, Matthew. 2009. Rice's Architectural Primer. Bloomsbury Publishing Ltd: London.

Congruencies can be observed on the two images above. An illustration from Matthew Rice (2009) above clearly demonstrates that Victorian architecture emphasizes on steep roofs. That design can also be observed on the property in question.



Figure 18: This is Oxenham's Bakery located in Pietermaritzburg, a Victorian building. It is designated as one of the oldest buildings in the City. Notice the similarities with 70 New England Road above; steep roof, rooms extending outwards from the main structure and a chimney at the back.

The similarities in style tell us that the house on 70 New England Road was constructed a long time ago. Possibly around the same period as one of the oldest Pietermaritzburg buildings above. Therefore, this property must be provisionally protected under the South African Heritage Law that protects buildings over 60 years of age. A National Monuments Built Heritage Survey of Scottsville, conducted in March 1997, does provide some further insight into the age and built form of this building. This document reveals that the property was awarded 'Special Residential' zoning by the municipality. It gives the construction date as having been before 1930, and identifies the building style as being that of the "Union Period Style". Nevertheless, the Victorian and Edwardian elements do still persist strongly in the building style of this house. At the time that the survey was conducted, the building was described as a residential dwelling in good condition. It then had a corrugated iron roof with side ventilators. The iron roof has since been replaced with that of a tile roof. The survey described it as having a simple gable roof with decorative brackets. However, the presence of this property next to 71 New England Road provides a disjuncture on the general architectural climate on this street because of the extensive retouches that have visibly eroded the original appearance of the property.

❖ **Assessment of Values**

| Significance | Importance | | | |
|---------------|------------|----------|----------|---------------|
| | Local | Regional | National | International |
| Architectural | High | High | Medium | Low |



| | | | | |
|-------------------|-------------|---------------|---------------|------------|
| Historical | High | Medium | Low | Low |
| Technical | High | Medium | Medium | Low |
| Scientific | High | Medium | Low | Low |
| Social | High | High | Low | Low |

❖ **Assessment of Significance**

Cultural Significance: High to Medium

Heritage Significance: Grade III

Field Rating: Generally Protected B (GP.B)

Mitigation: See above

Probability of Impact: Probable

Duration of Impact: Long term

Scale of Impact: Site and region

Significance of Impact: High

Magnitude of Impact: High

❖ **4 Ridge Road**

The house on 4 Ridge Road has also been included in the 1997 survey of Scottsville. It too was in a “fair” condition at the time of the survey, and used as a residential dwelling, actually as a student “digs”. The age of the single story house was given as pre-1940’s, and therefore the youngest of the three properties with which this report is concerned. It had a tiled roof with “expressed rafters”. It had plastered walls, and a partially-bonded brick plinth. It had decorative brick features around an arched recessed entrance. Noted were buttressed side walls and a buttressed chimney feature. There were both wood and steel windows. There was also bricked-in front veranda. To the one side of the house was a garden cottage. The building material of the house comprised of brick, tiles and plaster. The significance was given as contributing to the character of the street, neighbourhood and area. According to the 1997 this property is also afforded “Special Residential” zoning⁵.

⁵ Appendix 4. National Monuments Survey of Scottsville: 4 Ridge Road (Erf No. PMB/581/11/REM). Film No. 1788; Negative No. 13.



Figure 19: This elevation shows a double arch door classic of Victorian architecture along with a stylish chimney. Note the broad based asymmetrical chimney which may have derived influence from Victorian style architecture.



Figure 20: This image is showcasing the double arch door classic of Victorian buildings. Most Victorian arch doorways typically had an arch with a rising sun as a decorative feature.



Figure 21: This elevation of the property does not show any feature of architectural significance. Notice modern window seals and an extensive glass door. This suggests recent retouching of the property.

❖ **Assessment of Values**

| Significance | Importance | | | |
|---------------|------------|----------|----------|---------------|
| | Local | Regional | National | International |
| Architectural | High | Medium | Low | Low |
| Historical | High | Medium | Low | Low |
| Technical | Medium | Medium | Low | Low |
| Scientific | Medium | Low | Low | Low |
| Social | Medium | Low | Low | Low |

❖ **Assessment of Significance**

Cultural Significance: High to Medium

Heritage Significance: Grade III

Field Rating: Generally Protected B (GP.B)

Mitigation: See above

Probability of Impact: Probable

Duration of Impact: Long term

Scale of Impact: Site and region
Significance of Impact: High
Magnitude of Impact: High

8.0 Socio-Economic Impact Assessment

❖ This project motivation was provided by the client

The site is located within a developing corridor with an increasing number of multi-use activities located along the corridor. Map below indicates the location of the St John's School and the Golden Horse Casino as evidence for the beginning of the corridor. The development of the proposed site will contribute to the strengthening of the corridor and lead to the positive increase in land values and services being provided to the surrounding neighbourhoods.



Figure 22: Emerging development corridor

The demand for a filling station is derived from the amount of fuel sold to the residential and commercial market, as well as to traffic moving through the area (transient trade). The demand will be informed by the following market components:

1. **Local market:** The demand for local market fuel is a function of the number of residential units, vehicle ownership, and percentage support to a new filling station.
2. **Transient trade:** The demand for fuel in terms of transient trade is a function of the volumes of petrol and diesel consumed within the market.

However, it is expected that the proposed filling station will derive most of its market from the transient trade.



| Socio-Economic Aspects | Summary of implications and mitigation | | Assessment of Socio-Economic Impact | | |
|---|---|--|-------------------------------------|-------------|-------------------------------|
| | Potential Impacts | Mitigation | Significance | Duration | Significance after mitigation |
| Employment Creation | Construction Phase: growth in new jobs | None | Medium | Short term | N/A |
| | Operation Phase: Direct and Indirect Employment | None | High | Long term | N/A |
| | Creation of new business: New sales generated in the local economy due to direct capital investments in the new development | None | High | Long term | N/A |
| | Convenience | None | High | Long term | N/A |
| Improved Services to customers | Safe place to refuel for the people renting office space on site and the parents dropping of their kids at the school opposite the site. | Modern Planning and Design | Low | Long Term | Medium |
| Increased competitiveness of as a service centre | Additional retention of leakages of expenditure and attraction of new expenditure into the area | Provision of consumer-friendly facilities | Low | Medium term | Medium |
| | Stabilisation of existing filling station sales | Brand advertising and service excellence. | Low | Long Term | Low |
| Traffic | Additional traffic will be a feature of the continuing growth of Scottsville Petrol Filling Station. The proposed filling station will be servicing transient traffic on the New England (R56) and Ridge road and the local market area (parents dropping of kids at school). The new development should have a limited impact on traffic | Recommendations as per the TIA | Low | Long Term | Low |
| Increased appeal of the Area. | The proposed development may induce future investment into the area, as there is nothing of similar within the corridor. | none | medium | Long term | medium |
| Decline in property values | The properties within close proximity to the proposed site may be affected by this, | The proposed design and facilities of the PFS should be appealing so to increase the property values in the area | Medium | Long-Term | Medium |
| Increased competitiveness of the area | Additional retention of leakages of expenditure and attraction of new expenditure into the area. The surrounding competition will not be significantly impacted by the proposed development because of the distance. | Provision of consumer-friendly facilities | Medium | Medium term | Low |



| | | | | | |
|--------------|--|---|--------|------------|----------|
| Noise | The proposed development will only have a significant impact on noise levels during its constructions phase. | Work to be scheduled during office hours | Low | Short Term | Very low |
| Crime | Crime at filling stations is an issue across the country. It is necessary for measures to be put in place to ensure that no serious crime takes place. | Installation of security cameras (CCTV). On-site security guard to ensure consumer and employee safety. | Medium | Long Term | Low |

Conclusions

- This report is an independent view and makes recommendations to Amafa and Research Institute based on its findings. The authority will consider the recommendations and make a decision based on conservation principles.*

This report concludes that the three properties proposed for demolition are of **HIGH** value to the local Scottville community in respect of their architectural significance, social significance and most importantly their historic value. These properties fit well into the history of the broader Scottville cultural landscape. Scottville itself is one of the oldest suburbs in South Africa and has got a strong historical vibration due to its close association with colonial architectural designs and colonial heritage as a whole.

It is critically important to understand the nature of the significance of the Scottville suburb to its residents so that appropriate management can occur. The process of determining the value of the entire Scottville landscape is known as “the assessment of cultural significance”. This is crucial as this probably has the greatest impact on whether the buildings in question should be demolished or not, or what form the project will take in terms of ‘type’ of action and degree of the works that can be undertaken (Demolition/Alteration/Conservation). For example, if the façade of a building is significant there might be a decision to remove everything else and just embed the façade in the ground floor elevation this has been done elsewhere in places such as Charlotte Towers, Charlotte Street, Brisbane in Australia and this makes construction difficult, the current proposed project is a different situation due to the fact that both the suburb and the buildings carry a heavy historical vibration. It then becomes extremely difficult to retain some parts of the buildings and demolish some. A decision would have to be made, whether to demolish or not.



There are different types of actions and conservation options that can be undertaken to preserve the heritage significance of these buildings for future generations. "Conservation" in this context means all the processes that are undertaken to care for the place and to retain its cultural significance, meaning the historic, scientific, aesthetic, social and spiritual values of the place.

The Burra Charter of (1999) on the second pages notes the different types of processes that can be applied to preserve heritage places and buildings are:

- 1) Maintenance – the continuous protective care of the fabric and setting of a place (to be distinguished from repair, which involves restoration or reconstruction)
- 2) Preservation – maintaining the fabric of a place in its existing state and retarding deterioration
- 3) Restoration – returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material
- 4) Reconstruction – returning a place to a known earlier state (distinguished from restoration by the introduction of new material into the fabric)
- 5) Adaptation – modifying a place to suit the existing use or a proposed use
- 6) Compatible use – use which respects the cultural significance of a place; such a use involves no, or minimal, impact on cultural significance.

Technical Heritage Conservation Issues:-

- a) Sociocultural values are at the traditional core of conservation values attached to an object, building, or place because it holds meaning for people or social groups due to its age, beauty, artistry, or association with a significant person or event or (otherwise) contributes to processes of cultural affiliation. A comprehensive public participation process was carried by Hanslab, these consultations between the local community, the developer and other stake holders paved way for this report. These consultative processes were carried out with the aim of reaching an agreement on how to retain the authenticity of the surrounding area. While the local community raised concerns towards the project and its impact on the heritage significance to their suburb, the developer showed full commitment to preserving the architectural and historic significance of the Scottville area.
- b) Considering the fact that the all the buildings have been altered several times, of the heritage preservation options noted in the Burra Charter above, the most acceptable one for this particular project would be reconstruction. This reconstruction will however not involve the reconstruction of the buildings as per their original plan but will see the new filling station take the designs that are sympathetic to the architectural style of the other buildings in the Scottville suburb.



- c) From a reasoned heritage management perspective, if the demolition option is to be considered, the demolition of the three buildings would not automatically alter or lead to the Scottville suburb losing its heritage significance. There are a number of buildings that share the same Victorian and Edwardian architectural designs with the proposed properties for demolition. These buildings will remain as a representation and example of this architecture in the suburb.
- d) Though it is understood that the Scottville suburb is historically significant because of the various reasons mentioned above, it is also important to note that the cultural landscape is already compromised by some new structures that have been built amongst the Victorian and Edwardian designs⁶ in the area. This gives a clear indication that some of the buildings in the vicinity of the proposed development footprint are new houses. The construction of a filling station in this regard would not be the first of such new developments to alter the historic nature of the Scottville area.
- e) All the buildings in question have been altered (having new additions) a number of times. This alteration has largely been as a result in the change of use over time. Both these factors directly contribute to the loss of historic value of the buildings. The buildings have since ceased to serve the purpose they were created for and the new materials added have altered and changed the authenticity of the architectural designs.
- f) Noting the heritage significance of the Scottville area and the values that the suburb carries, it is without doubt that this suburb needs to be preserved at all costs. Though the buildings have been assigned different heritage significance ratings, it is critical that their unique architectural values be recognised. While these authors believe a balance between development and retention of the historical values of the Scottville suburb can be met it is also important to note the social economic benefits that will be brought in by this development. These social economic benefits do not only benefit the local community but also helps in resuscitating the National economy which has been put under a lot of strain by the Covid -19 pandemic. Employment creation is currently one of the top priorities of the government.
- g) Heritage resources authorities are bound to protect not only heritage buildings but the surrounding area (Scottville) with its large complement of Victorian architecture, which is worthy of protection and recognition both under the National Heritage Resources Act of 1999 and the KwaZulu-Natal Amafa and

⁶ A classical revival of such designs in South Africa is the Durban main post office, the building which originally accommodated the town hall, post office and municipal offices, defines the northern side of Francis Farewell Square. A cupola sits atop the clock and bell tower, the historically distinguishing features of a town hall, while the British coat of arms is inscribed on the attic balustrade of the colonnade facing Dorothy Nyembe Street, the original entrance to the post office (see Philip, 2002).



Research Institute Act, 2018 (Act No 5 of 2018). Where a heritage resource is potentially affected by an application brought under these two Acts, heritage authorities are obligated to impose conditions as the Acts seek to promote the conservation of the affected area, even if that area is unprotected.

Based on the above conclusions Tsimba Archaeological Footprints requests that Amafa Research and institute exercise its discretion and grant the project a conditional Positive Review Comment. In order to avoid curtailing the property owners' ability to develop , we recommend a conditional approval with strict recommendations given below. The imposition of these strict conditions is reasonable and justifiable, having regard to the inherent responsibility of the developer towards the community in the exercise of their entitlements as owners of the property in question. These onerous conditions in this case do not amount to curtailment of the property owners' rights to deal with property as they see fit. This serves as recognition that in our present constitutional democracy, an increased emphasis is now being placed upon the characteristic of ownership which requires that entitlements must be exercised in accordance with the social function of law in the interest of the community.

Based on the impact assessment conducted, and relevant institution consulted the following can be recommended:

- The proposed project site shall not exceed the town-planning envelope of the existing building;
- The materials used for the construction of the filling station should be sympathetic to the materials used on the rest of the building in the area;
- The design of the filling station should as well complement designs of the houses in the surrounding area;
- A memorisation plan should be created before work begin;
- Building plans for the filling station should be submitted to KwaZulu-Natal Amafa and Research Institute for its approval prior to any work commencing on site;
- Further to that as part of the documentation process of the building's history, pictures of the building should be taken in accordance with the National Archives of South Africa's standards before its demolition;
- A heritage specialist should be appointed to monitor the project at regular intervals during the demolition and construction phases.

It is the opinion of the authors of this report that in light of the heritage aspects addressed as part of the defined scope of work of this study and the given mitigation measures and recommendations the development may be allowed to continue.



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APPENDIX A: DEFINATION OF TERMS ADOPTED THIS HIA

✚ *The terminology adopted in this document is mainly influenced by the NHRA of South Africa (1999) and the Burra Charter (1979).*

Adaptation: Changes made to a place so that it can have different but reconcilable uses.

Artefact: Cultural object (made by humans).

Buffer Zone: Means an area surrounding a cultural heritage which has restrictions placed on its use or where collaborative projects and programs are undertaken to afford additional protection to the site.

Co-management: Managing in such a way as to take into account the needs and desires of stakeholders, neighbours and partners, and incorporating these into decision making through, amongst others, the promulgation of a local board.

Conservation: In relation to heritage resources, includes protection, maintenance, preservation and sustainable use of places or objects so as to safeguard their cultural significance as defined. These processes include, but are not necessarily restricted to preservation, restoration, reconstruction and adaptation.

Contextual Paradigm: A scientific approach which places importance on the total context as catalyst for cultural change and which specifically studies the symbolic role of the individual and immediate historical context.

Cultural Resource: Any place or object of cultural significance

Cultural Significance: Means aesthetic, architectural, historical, scientific, social, spiritual, linguistic or technological value or significance of a place or object for past, present and future generations.

Feature: A coincidental find of movable cultural objects (also see Knudson 1978: 20).

Grading: The South African heritage resource management system is based on a grading system, which provides for assigning the appropriate level of management responsibility to a heritage resource.

Heritage Resources Management: The utilization of management techniques to protect and develop cultural resources so that these become long term cultural heritage which are of value to the general public.

Heritage Resources Management Paradigm: A scientific approach based on the Contextual paradigm, but placing the emphasis on the cultural importance of archaeological (and historical) sites for the community.

Heritage Site Management: The control of the elements that make up the physical and social environment of a site, its physical condition, land use, human visitors, interpretation etc. Management may be aimed at preservation or, if necessary at minimizing damage or destruction or at presentation of the site to the public.

Historic: Means significant in history, belonging to the past; of what is important or famous in the past.

Historical: Means belonging to the past, or relating to the study of history.

Maintenance: Means the continuous protective care of the fabric, contents and setting of a place. It does not involve physical alteration.

Object: Artefact (cultural object)

Paradigm: Theories, laws, models, analogies, metaphors and the epistemological and methodological values used by researchers to solve a scientific problem.



Preservation: Refers to protecting and maintaining the fabric of a place in its existing state and retarding deterioration or change, and may include stabilization where necessary. Preservation is appropriate where the existing state of the fabric itself constitutes evidence of specific cultural significance, or where insufficient evidence is available to allow other conservation processes to be carried out.

Protection: With reference to cultural heritage resources this includes the conservation, maintenance, preservation and sustainable utilization of places or objects in order to maintain the cultural significance thereof.

Place :means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.

Reconstruction:To bring a place or object as close as possible to a specific known state by using old and new materials.

Rehabilitation:The repairing and/ or changing of a structure without necessarily taking the historical correctness thereof into account (NMC 1983: 1).

Restoration:To bring a place or object back as close as possible to a known state, without using any new materials.

Site: A large place with extensive structures and related cultural objects. It can also be a large assemblage of cultural artefacts, found on a single location.

Sustainable: Means the use of such resource in a way and at a rate that would not lead to its long-term decline, would not decrease its historical integrity or cultural significance and would ensure its continued use to meet the needs and aspirations of present and future generations of people.



APPENDIX B: DEFINATION OF VALUES

| Value | Definition |
|------------------|--|
| Historic value | Important in the community or pattern of history or has an association with the life or work of a person, group or organization of importance in history. |
| Scientific value | Potential to yield information that will contribute to an understanding of natural or cultural history or is important in demonstrating a high degree of creative or technical achievement of a particular period |
| Aesthetic value | Important in exhibiting particular aesthetic characteristics valued by a community or cultural group. |
| Social value | Have a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons |
| Rarity | Does it possess uncommon, rare or endangered aspects of natural or cultural heritage |
| Representivity | Important in demonstrating the principal characteristics of a particular class of natural or cultural places or object or a range of landscapes or environments characteristic of its class or of human activities (including way of life, philosophy, custom, process, land-use function, design or technique) in the environment of the nation, province region or locality. |



APPENDIX C: ENVIRONMENTAL CONTEXT FOR HERITAGE SPECIALIST STUDIES IN SOUTHERN AFRICA

This is categorized by a temporal layering including a substantial pre-colonial, early contact and early colonial history as distinct from other regions. The following table can be regarded as a useful categorization of these formative layers:

Indigenous:

Palaeontological and geological:

- ◀ Precambrian (1.2 bya to late Pleistocene 20 000 ya) Archaeological:
- ◀ Earlier Stone Age (3 mya to 300 00ya) (ESA)
- ◀ Middle Stone Age (c300 000 to 30 000 ya) (MSA)
- ◀ Later Stone Age (c 30 000 to 2000 ya) (LSA)
- ◀ Late Stone Age Herder period (after 2000 ya) (LSA - Herder period)
- ◀ Early contact (c 1500 - 1652)

Colonial:

- ◀ Dutch East India Company (1652 - 1795)
- ◀ Transition British and Dutch occupation (1796-1814)
- ◀ British colony (1814 -1910)
- ◀ Union of South Africa (1911-1961)
- ◀ Republic of South Africa (1962 – 1996)

Democratic:

- ◀ Republic of South Africa (1997 to present)

It is also useful to identify specific themes, which are relevant to the Western Cape context. These include, *inter alia*, the following:

- ◀ Role of women
- ◀ Liberation struggle
- ◀ Victims of conflict
- ◀ Slavery
- ◀ Religion
- ◀ Pandemic health crisis
- ◀ Agriculture
- ◀ Water

Specific spatial regions also reveal distinct characteristics, which are a function of the interplay between biophysical conditions and historical processes. Such broad regions include the following:

- ◀ West Coast
- ◀ Boland
- ◀ Overberg
- ◀ Karoo

A large number and concentration of formally protected Grade 1, 2 and World Heritage Sites, also characterize the Western Cape. Such sites include:

- ◀ Robben Island
- ◀ Table Mountain National Park



APPENDIX D: RELATIONSHIP BETWEEN DIFFERENT HERITAGE CONTEXTS, HERITAGE RESOURCE LIKELY TO OCCUR WITHIN THESE CONTEXTS AND LIKELY SOURCES OF HERITAGE IMPACTS/ISSUES.

| HERITAGE CONTEXT | HERITAGE RESOURCES | SOURCES OF HERITAGE IMPACTS/ISSUES |
|--|---|--|
| A. PALAEOONTOLOGICAL LANDSCAPE CONTEXT | Fossil remains. Such resources are typically found in specific geographical areas, e.g. the Karoo and are embedded in ancient rock and limestone/calcrete formations. | Road cuttings Quarry excavation |
| B. ARCHAEOLOGICAL LANDSCAPE CONTEXT NOTE: Archaeology is the study of human material and remains (by definition) and is not restricted in any formal way as being below the ground surface. | Archaeological remains dating to the following periods: <ul style="list-style-type: none"> ▪ ESA ▪ MSA ▪ LSA ▪ LSA - Herder ▪ Historical ▪ Maritime history Types of sites that could occur include: <ul style="list-style-type: none"> ▪ Shell middens ▪ Historical dumps ▪ Structural remains | <ul style="list-style-type: none"> ▪ Subsurface excavations including ground leveling, landscaping, foundation preparation. ▪ In the case of maritime resources, development including land reclamation, harbor/marina/water front developments, marine mining, engineering and salvaging. |
| C. HISTORICAL BUILT URBAN LANDSCAPE CONTEXT | <ul style="list-style-type: none"> ◀ Historical townscapes/streetscapes. ◀ Historical structures; i.e. older than 60 years ◀ Formal public spaces. ◀ Formally declared urban conservation areas. ◀ Places associated with social identity/displacement. | A range of physical and land use changes within this context could result in the following heritage impacts/issues: <ul style="list-style-type: none"> ◀ Loss of historical fabric or layering related to demolition or alteration work. ◀ Loss of urban morphology related to changes in patterns of subdivision and incompatibility of the scale, massing and form of new development. ◀ Loss of social fabric related to processes of gentrification and urban renewal. |



APPENDIX E: KNOWN NATIONAL HISTORICAL SITES IN SOUTH AFRICA.

Free State

The quaint, small towns of the Free State are rich historical and cultural heritage with friendly people where visitors are always welcome.

Eastern Cape

Home of the Xhosa people, site where 9 border wars were fought between the Xhosa and the British and also birthplace of the major apartheid resistance movements.

Gauteng

Since the discoveries of gold in 1886 the province has developed into an economic powerhouse with townships, battlefields and gravesites bearing testimony to the challenges faced by its people.

KwaZulu Natal

Remnants of British colonialism and a mix of Zulu, Indian and Afrikaans traditions give the province a rich cultural and historical diversity

Limpopo

It's also home to the Mapungubwe Cultural Landscape, one of the country's seven World Heritage sites.

Mpumalanga

Mpumalanga - "the place where the sun rises" is home to the historic village of Pilgrims Rest - established during the gold rush.

North West

Portions of two of South Africa's Unesco World Heritage sites fall within North West: the Vredefort Dome, the largest visible meteor-impact crater, and the Taung hominid fossil site.

Northern Cape

The Northern Cape landscape is characterized by vast arid plains with outcroppings of haphazard rock piles and a land of many diverse cultures and of frontier history

Western Cape

It is a region of majestic mountains, colorful patchworks of farmland set in lovely valleys, long beaches and, further inland, the wide-open landscape of the semidesert Karoo



APPENDIX F: DEVELOPER 'S RESPONSE TO COMMUNITY CONCERNS



📍 549 C Timoni Road
Kwa-Mashu
Durban, 4350
☎ (+27)82 837 3348
(+27)71 339 0640
✉ info@hziinvestments.com
🌐 www.hziinvestments.com

15 September 2020

Attention: Registered I&AP

Re: The proposed construction of a petrol filling station on remainder of Erf. 3267 Pietermaritzburg, remainder of portions 11 & 15 of Erf, 581 Pietermaritzburg, 70 New England Road and 2 & 4 Ridge Road in Scottsville, within the Msunduzi Local Municipality.

This letter hereby serves as a response to address the following comments and concerns received by the registered Interested and Affected Parties (I&APs) in respect of the above-mentioned project.

1. Heritage concerns and concerns relating to the historicity of the suburb :

A Phase 1 desktop study was undertaken by Active Heritage on the 25th January 2019 to address any heritage concerns that may arise from the proposed development. The specialist advised that the greater area does not form part of any known cultural landscape. However, a Phase 2 built heritage study was recommended as a residential dwelling with features older than 60 years old is situated on the one development plot. At the time of the submission of this response, the Environmental consultants are still awaiting feedback from the Built Heritage Assessment. Upon receipt of the findings, the consultants will provide feedback to the I&APs. We would like to assure you that as the developer, we propose to properly address any concerns that may arise from this study.

Directors: S Hlengwa (CEO) R. PHATO (COO) W ZULU (Development Head) Reg.No.2015/289805/07



E487 Timoni Road
Kwa-Mashu
Durban, 4359
(+27)82 837 2348
(+27)71 339 0640
info@hziinvestments.com
www.hziinvestments.com

2. Traffic congestion and disruption to schools:

The Traffic Impact Assessment, undertaken by SuRoCon Engineers in October 2019 substantiates that the intersections analysed will continue to operate satisfactorily during both the Weekday morning and afternoon peak hours, with negligible increase in delays even after the development generated traffic is added to the 2019 and 2024 background traffic. The proposed project is expected to have a minimal impact on the road network within the Scottsville area and particularly on New England Road and Ridge Road, consequently.. The proposed project aims to be a safe place to refuel for the people renting office space on site and the parents dropping of their kids at the school opposite the site.

3. Potential Loiterers and vagrants:

The Applicant is aware that potential crime at filling stations is a national problem. In order to mitigate the potential for harm the applicant intends to adhere to the recommendations set out in the Market and Demand study (prepared for the proposed project in 2019 by Urban-Econ which includes the installation of security cameras (CCTV). Additionally, on-site security will be present to ensure consumer and employee safety.

4. Noise and the preservation of a quiet residential area:

According to the Market and Demand study undertaken by Urban-Econ in 2019, the proposed development will only have significant noise impacts during the construction phase. Therefore, construction activities will be scheduled to occur during office hours only.

5. **Waste:**

As the developer, we are aware of the impact of additional waste from this development during construction and operation. Therefore, the proposed site will be maintained to prevent any visual impact imposed as a result of the generation of waste from the proposed construction and operational activities. The Environmental Management Programme (which will be approved by the Department) compiled by the Environmental Assessment Practitioner will be adhered to throughout all phases of the development.

6. **Proximity of other garages:**

The Market and Demand Study takes into consideration the proximity of surrounding garages. Although the project is located near to competing filling stations, the project proposes to contribute to positive social impacts such as creation of employment during the construction and operation phases. In addition, according to the Socio-economic specialist this development will not cause severe damage to the surrounding garages owing to the distances between them, as well as brand preference. Lastly, the applicant intends to adhere to this specialist study and the proposed project will offer more consumer-friendly facilities.



📍 E497 Timon Road
Kwa-Mashu
Durban, 4359
☎ (+27)82 837 2348
(+27)71 936 0648
✉ info@hziinvestments.com
🌐 www.hziinvestments.com

7. Devaluation of properties:

The Market Demand Assessment considered the devaluation of surrounding properties and proposes potential mitigation measures. The development will be designed and constructed in such a manner that will be appealing and boost the attractiveness of the area. The anticipated appeal of the project will potentially contribute to the increased value of properties. The longer-term development of the corridor along the R56 will lead to the increase in property values. It is anticipated that with the development of this garage and associated infrastructure there will be further investment into the area as there is nothing of similar within the corridor.

Sincerely,

Wandile Zulu

Executive Development Director
Director: S Hlangwa (CEO) R PHATO (COO) W ZULU (Development Head) Reg No. 2015/206005/07



APPENDIX G: PUBLIC PARTICIPATION PROCESS